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WHOLE NO. 3

Analytical Summary Based Upon Index of 62d Congress

Showing That Committees Become Clogged
With Duplicated Legislation Needlessly
Introduced During Session.

The Sixty-second Congress during its extra and regular sessions ending August 26 had 35,638 bills and resolutions under its consideration or referred to committees. The total of proposed and possible legislation was divided as follows:

Senate bills	7,501
Senate resolutions	388
Senate joint resolutions	130
Senate concurrent resolutions	30
Total	8,049
House bills	26,453
House resolutions	709
House joint resolutions	362
House concurrent resolutions	65
Total	27,589
Total	35,638

Careful scrutiny of this enormous mass of proposed legislation, by title and committee reference, has provided a basis for certain conclusions.

First: It is impossible for a Congressman to comply with the public demand that he shall know the merits of all legislation on which he votes. An illustration of this is found in the "Act to codify, revise, and amend the laws relating to the judiciary," approved March 3, 1911. Thirteen amendments, introduced by various Senators and Representatives from nearly as many States, became law during the session just ended, thus demonstrating the defective character of the bill affecting the judiciary, yet voted for by individual Congressmen under the guidance of committee reports. There are over forty other amendments of the same act still in committee.

Second: Committee references vary in relation to subjects of similar import in the same branch, and thus show that a fixed rule is lacking. There are many illustrations of this, causing difficulty in following legislation through.

Third: There is a marked lack of teamwork arising from the unwise public standard which tends to measure a man's value in Congress by the lines he fills in the Record and its index. Congressmen too frequently introduce duplicated measures. In the session just ended three Senators introduced measures permitting the Order of Owls to establish a sanatorium on public land. More than a score of measures were introduced relative to national highways. These illustrations are typical of many that result in clogging committees with numerous variants of the same idea, instead of aiding committee consideration by the introduction of one carefully elaborated measure dealing with one subject conclusively. The confusion in the roads matter was temporarily met by the appointment of a joint commission on public highways.

Fourth: The vast majority of bills in both Senate and House refer to the granting of a pension to an individual, or to the increase of an individual pension, or to granting relief (usually referred to the Committee on Claims), or to correcting military records, as an antecedent to granting an individual pension. These mount up into thousands and are introduced by some active Senators and Representatives in bunches. Under present methods these private bills take serial numbers in the same list with general legislation, so that it becomes an almost impossible task for the general public to pick out important unfinished legislation in the index of the Congressional Record. The following extract from the Index illustrates this point:

S. 7266—Granting a pension to Louisa Cross. Mr. Ashurst; Committee on Pensions, 9545.
S. 7267—For the relief of William A. Pucelli. Mr. Paynter; Committee on Military Affairs, 9550.
S. 7268—Granting an increase of pension to Otto Weber. Mr. Sutherland; Committee on Pensions, 9678.
S. 7269—Granting an increase of pension to Annie Shannon. Mr. Crawford; Committee on Pensions, 9678.
S. 7270—For the relief of Kate D. Augur, widow of Jacob A. Augur, and others. Mr. Briggs; Committee on Pensions, 9678.
S. 7271—Amending the manner of determining the compensation of railroad men for the transportation of the mails. Mr. Bourne; Committee on Post-offices and Post Roads, 9678.
S. 7272—Granting a pension to Edwin B. Wright. Mr. McLean; Committee on Pensions, 9678.
S. 7273—Granting an increase of pension to Ellen M. Banning. Mr. McLean; Committee on Pensions, 9678.
S. 7274—Granting an increase of pension to C. W. Goff. Mr. Root; Committee on Pensions, 9678.
S. 7275—For the relief of Owen S. Willey. Mr. Penrose; Committee on Naval Affairs, 9678.
S. 7276—Granting an increase of pension to William H. Frederick. Mr. Paynter; Committee on Pensions, 9678.

In the above list, S. 7271 affects the value of every mile of railroad engaged in the transportation of mails. The bills listed with it are purely personal.

Fifth: Change would seem to be advantageous in a fuller description of proposed legislation by the title of the bill. Under a simple and nonexplanatory title may be an act of far-reaching consequence. A case in point is S. 5309, the complete index of which is here given:

S. 5309—To amend section 3 of the Act of Congress approved May 14, 1880 (21 Stat. L., p. 140). Mr. Smoot; Committee on Public Lands, 2042—Reported with amendment (S. Rep. 435), 2701—Debate, amended, and passed Senate, 4893—Reported with amendment (S. Rep. 435), 2701—Debate, amended, and passed House, 2825, 9227—Senate concurred in House amendments, 9339—Examined and signed, 19052, 19051—Approved by the President (Public No. 235), 19054.

In this grouping of abbreviations and page references to the Congressional Record is involved a law affecting the rights of a great number of homesteaders. It is here included:

An Act to amend section three of the Act of Congress approved May 14, 1880 (Twenty-first Statute at large, page 140).

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section three of the Act of Congress approved May 14, 1880 (Twenty-first Statute at large, page 140), be, and the same is hereby amended by adding thereto the following:

Provided, That any settler upon lands designated by the Secretary of the Interior as subject to the provisions of sections one to five of the enlarged homestead Act of February 19, 1905 (Thirty-third Statute at large, page 639), and June 17, 1910 (Thirty-sixth Statute at large, page 531), shall be entitled to the preference right of entry accorded by this section, provided he shall have mainly marked the exterior boundaries of the lands claimed as his homestead. And provided further, That after the designation by the Secretary of the Interior of public lands for entry under the nonresidence provisions of the enlarged homestead Act of February 19, 1905, and June 17, 1910, any person who shall have plainly marked the exterior boundaries of the lands claimed under said provisions of law and made valuable improvements thereon shall have a preference right to enter the lands so claimed and improved at any time within three months after the date on which such lands become subject to entry, but such right shall not be lost by the settler or claimant under the provisions of the enlarged homestead Act shall annually cultivate and improve the lands in the form and manner and to the extent therein required following date of initiation of his claim hereunder.

Sixth: Since legislative activity will increase instead of decrease relative to matters of prime national importance, it would seem expedient to have a nonpartisan study made immediately regarding better methods of expediting the nation's business.

Three changes of method are indicated.

(a) Need exists for a national legislative bureau, fully equipped to aid both Congress and the public to a clear understanding of all legislation as it is introduced and progresses or dies.

(b) Private relief and pension bills should have distinct serial numbers from those assigned to measures of public import. They would thus fall into separate groups in the semi-monthly and final indexes of the Congressional Record.

(c) The change most helpful to the public would be for each committee of both Senate and House to supply for the final Congressional Record index of each session of Congress a complete list of all bills still in the hands of the committee.

BILLS PASSED BY CONGRESS DURING LAST SESSION

Approximately 350 measures became law during the second session of the Sixty-second Congress. They are roughly grouped below, with occasional comments, as, for instance, under "District of Columbia" and "Dams."

Appropriations.
December 21, 1911—Members' December salaries.
December 21, 1911—Employees' December salaries.
December 22, 1911—Deficiency bill.
March 12, 1912—Senate contingent expenses.
April 31, 1912—Diplomatic and Consular Service.
May 11, 1912—New pension bill.
May 30, 1912—Congress contingent expenses.
June 6, 1912—Work of defense.
June 26, 1912—District of Columbia.
July 1, 1912—Extending year's appropriations.
July 8, 1912—Military encampments.
July 9, 1912—Rivers and harbors.
August 1, 1912—Extending year's appropriations.
August 9, 1912—Military Academy.
August 10, 1912—Department of Agriculture.
August 15, 1912—Extending year's appropriations.
August 17, 1912—Regular pension bill.
August 22, 1912—Naval Service and Academy.
August 29, 1912—Legislative, executive, and judicial.
August 24, 1912—Employees August salaries.
August 24, 1912—Sundry civil expenses.
August 24, 1912—Post-office.
August 24, 1912—Bureau of Indian Affairs.
August 24, 1912—Army bill.
August 26, 1912—Deficiency bill.

Agriculture.
Authorizing the Director of the Census to collect and publish statistics of cotton. (H. R. 1463, Public No. 237.)
Authorizing the Secretary of Agriculture to issue reports relating to cotton. (H. R. 1463, Public No. 157.)
Constituting a commission to investigate the purchase of American-grown tobacco by the governments of foreign countries. (H. R. 1463, Public No. 157.)
Making appropriation to be used in exterminating the army worm. (H. J. R. 34, Public No. 44.)
To establish a standard barrel and standard grades for apples when packed in barrels, and for other purposes. (H. R. 2140, Public No. 222.)
To regulate the importation of nursery stock and other plants and plant products; to enable the Secretary of Agriculture to establish and maintain quarantine districts for plant diseases and insect pests; to permit and regulate the movements of fruits, plants, and vegetables therefrom, and for other purposes. (H. R. 1463, Public No. 157.)
To regulate foreign commerce by prohibiting the admission into the United States of certain adulterated grain and seeds and for remedial purposes. (H. R. 2246, Public No. 229.)

Bridges.
Fifty-three bills were passed authorizing the construction of bridges or bridges over various navigable streams in the United States and Porto Rico. Four bills were passed extending the time for completing bridges authorized by earlier Congresses. Four bills were passed amending earlier legislation. One bill permitted the reconstruction, alteration, and repair of a bridge.

District of Columbia.
Defining pay of special policemen at street railway crossings and intersections. (H. R. 1463, Public No. 157.)
Restoring the name of Oregon Avenue. (S. 409, Public No. 84.)
Authorizing the extension of Lamont Street. (S. 409, Public No. 84.)
Amending the regulation as to the height of buildings. (S. 224, Public No. 156.)
Authorizing the extension of Underwood Street. (S. 224, Public No. 156.)
Changing the location of Fourteenth Street. (H. R. 2348, Public No. 238.)
Eliminating part of North Dakota Avenue. (H. R. 2348, Public No. 238.)
Conferring concurrent jurisdiction on the Police Court in certain cases. (S. 5271, Public No. 238.)
The Commissioners to regulate the operation and equipment of the vehicles of the Metropolitan Coach Company, and to provide for transfers. (S. 2904, Public No. 304.)
Amending the Code of Law for the District of Columbia regarding insurance. (H. R. 1237, Public No. 56.)
Providing for the support of bastards. (H. R. 1241, Public No. 56.)
Providing for the punishment of those in possession of stolen property. (S. 1081, Public No. 47.)
Making appropriations for year ending June 30, 1912. (H. R. 1781, Public No. 201.)
The District of Columbia is subject to peculiar difficulties in the matter of legislation, as statistics of even simple municipal change have to await Congressional authority. The hindrances become more exasperating as the flood of legislative business for the District is neglected. At the present moment 96 District bills are in the Senate committee and 125 in the House committee.

Dams.
The damming of the Choctawhatchee, in Dale County, Ala., was authorized. A dam across the Kansas River, in western Shawnee County, was authorized. The questions involved in legislation regarding the construction of dams on navigable streams are of great importance to the Nation. The dam on the Choctawhatchee, for instance, S. 7343, to authorize the building of a dam across the Coosa River, in Alabama, was reported to the Committee on Commerce, debated, amended, and passed the Senate; was then debated in the House and passed, but was vetoed by the President (S. Document 969).

Hawaii.
Granting a right of way through Fort Shafter Military Reservation to the Pearl Harbor Traction Company, Ltd. (S. 7377, Public No. 233.)
Granting a franchise for the construction, maintenance, and operation of a street railway system in South Hilo. (H. R. 1804, Public No. 251.)
Authorizing John T. McCrosson and associates to construct an irrigation ditch on the Island of Hawaii. (H. R. 1128, Public No. 242.)

Judiciary.
Thirteen separate bills—seven from the Senate and six from the House—were passed during the last session, all amending the "Act to codify, revise, and amend the laws relating to the judiciary," approved March 3, 1911. Nine of these bills provided for a division into judicial districts of New Hampshire, New Jersey, Vermont, New York, Missouri, Maine, Rhode Island, West Virginia, and Tennessee. Five other bills were passed for the following: The division of the Southern District of Texas, for terms of court at Corpus Christi and for a clerk for said court; the fixing of terms of the District Court for the Western District of Michigan; the transfer of certain cases and proceedings from the Southern District of the middle district of Alabama; the amending of a section of the Revised Statutes of the United States which deals with the return of writs of error to the Supreme Court or to Circuit Court of Appeals; and repealing "An act to regulate the liens of judgment and decrees of the courts of the United States," which take effect on and after January 1, 1912.

International Congresses.
Authorizing the Fifteenth International Congress on Hygiene and Demography to occupy temporary structures erected by the American Red Cross and to erect temporary structures in Potomac Park, Washington, D. C. (S. J. R. 97, Public No. 36.)
Authorizing Federal bureaus doing hygiene and demographic work to participate in the exhibition to be held in connection with the Fifteenth International Congress on Hygiene and Demography. (S. J. Res. 126, Public No. 52.)
Resolving that the President of the United States to direct the Secretary of State to issue invitations to foreign governments to participate in the Fourth International School of Hygiene. (H. J. Res. 327, Public No. 53.)
Making provision for the Fifth International Congress of Chambers of Commerce, Commercial and Industrial Associations. (S. J. Res. 72, Public No. 35.)
Proposing an international maritime conference. (H. J. Res. 230, Public Res. No. 33.)

Levees.
Authority was given to construct a levee across a branch or cut-off of the St. Francis River and to maintain a levee across the mouth of the Varney River, in Missouri.
Resolution relative to the rebuilding of certain levees on the Mississippi River. (H. R. 2419, Public No. 192.)
To regulate foreign commerce by prohibiting the admission into the United States of certain adulterated grain and seeds and for remedial purposes. (H. R. 2246, Public No. 229.)

Mississippi Flood Acts.
Resolution relative to the rebuilding of certain levees on the Mississippi River. (H. R. 2419, Public No. 192.)
To regulate foreign commerce by prohibiting the admission into the United States of certain adulterated grain and seeds and for remedial purposes. (H. R. 2246, Public No. 229.)

Mexican Refugee Acts.
Authorizing the Secretary of War to supply tents and rations to American citizens compelled to leave Mexico; \$20,000 appropriated. (S. J. Res. 237, Public Res. No. 47.)
Supplementing the joint resolution of April 29, 1908, "instructing the Attorney General to institute certain suits" relative to the forfeiture of lands to the United States. (H. R. 2292, Public No. 273.)
Amending mining laws as applied to Alaska. (H. R. 1803, Public No. 260.)
Extending operation of the act for the control of Niagara River, etc., one year. (H. J. Res. 232, Public Res. No. 24.)
Amending food and drug act. (H. R. 1857, Public No. 260.)
Authorizing the Director of the Census to collect and publish additional statistics of tobacco. (H. R. 1388, Public No. 144.)
Amending Philippine Islands administration. (H. R. 1787, Public No. 199.)
Eight-hour law. (H. R. 3661, Public No. 199.)
Empowering transports with lifeboats. (H. R. 2326, Public No. 192.)
To prohibit war material exports. (S. J. Res. 89, Public Res. No. 22.)
Copyright amendments. (H. R. 2124, Public No. 203.)
Citizenship for deserters. (H. R. 1748, Public No. 291.)
Sundry navy promotions. (S. 2094, Public No. 39.)
Red Cross legislation. (H. R. 1696, Public No. 122.)
There were sixty-two miscellaneous bills passed of only minor public interest.

Remedial Acts.
An appropriation to check the inroads of the Missouri River in Dakota County, Neb. (H. R. 2374, Public No. 148.)
Approved May 9, 1912.
Providing for the establishment of one life-saving station on the larger of the two Libby Islands, situated at the entrance to Machias Bay, Me.; one life-saving station at Half Moon Bay, south of Point Montara and near Montara Reef, Cal.; one life-saving station at Mackinac Island, Mich., and one life-saving station at near Sea Gate, New York Harbor, N. Y., and to provide increased quarantine facilities at the port of Portland, Me. (H. R. 2006, Public No. 322.) Approved August 24, 1912.

Land.
Ninety bills were passed dealing with various phases of land questions. Eight bills provided for privileges to be granted to certain railroads in the extension of their operations. Other bills granted certain lands to States for the purpose of public parks, among these, California, Washington, and Colorado. Lands belonging to Indian tribes were distributed. The purchase of building sites and the erection of public buildings were provided for. The sale of unused Federal land to State in which it is located was provided for; grants of government land were made to many States for city advancement; as, for instance, reservoir purposes, the cutting through of alleys, for highway and streets purposes, &c.

Loan of Tents.
Three distinct joint resolutions were introduced providing for the loan of tents for the use of the Grand Army of the Republic encampment in Pullman, Wash., in June, 1912; for the use of the Confederate Veterans reunion in Ada, Okla., in September, 1912; and for the reunion of the same organization to be held in Macon, Ga., in May, 1912. A resolution was passed to authorize the loan of obsolete Springfield rifles to the Historical Pageant Committee of Philadelphia.

Port of Entry Changes.
Galveston to include Port Bolivar. New Orleans port to be extended. Bay City, Mich.; Indiana Harbor, Ind.; Wailuku, Neche, and St. John, N. Dak.; Ashland, Ohio; Holey, Mo., and Port Covington, N. Y., made subjects of entry. (H. R. 273.)
To amend "An act to require apparatus and operators for radio communication on certain ocean steamers." Approved June 24, 1910. (S. 3315, Public No. 228.)
To regulate radio communication. (S. 6412, Public No. 264.)

Miscellaneous Acts.
Creating a legislative assembly in Alaska. (H. R. 33, Public No. 34.)
Changing the name of the Public Health and Marine Hospital Service to the Public Health Service. (S. 217, Public No. 265.)
Extending government employees' compensation act to Bureau of Mines and Forestry Service. (H. R. 1870, Public No. 101.)
Offering cash award through Secretary of War, employees' ordinance suggestions. (H. R. 1737, Public No. 227.)
Providing for publicity of political campaign contributions. (H. R. 2678, Public No. 278.)
Creating a commission on industrial relations. (H. R. 2084, Public No. 300.)
Protecting fur seals and sea otter (International Convention of United States, Great Britain, Japan, and Russia) and making the United States responsible for enforcement of agreement. (H. R. 1571, Public No. 239.)
Harmonizing national laws of salvage with the provisions of the international convention on such subject. (S. 430, Public No. 147.)
Prohibiting the exportation of matches and forbidding exportation after January, 1914. (H. R. 2042, Public No. 118.)
Establishing a Children's Bureau in the Department of Commerce and Labor. (S. 232, Public No. 116.)
Terminating the treaty of 1832 with Russia. (H. J. Res. 106, Public Res. No. 13.)
Requesting the President to investigate Patent Office. (H. J. Res. 337, Public Res. No. 55.)
Supplementing the joint resolution of April 29, 1908, "instructing the Attorney General to institute certain suits" relative to the forfeiture of lands to the United States. (H. R. 2292, Public No. 273.)
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Legislation Referred to Committees by the Directors

Business Measures That Have Been Reported
Out and Need Scrutiny, Being in Line
for Vote at the Next Session.

The directors and officers of the Chamber of Commerce of the United States met in Boston September 20, 21, and 23. At that time, they considered a list of bills affecting business of the United States, and that had been reported out of committees of both Houses. Copies of the following bills, with a record of complete action to date, have been placed in the hands of the various standing committees of the Chamber of Commerce of the United States for scrutiny, and report at the earliest possible moment. The name of the committee appears above each group. These committees are not at present charged with the scrutiny of bills affecting business that are still in committees of Congress:

FEDERAL AND STATE REGULATION.
H. R. 5001—An act to limit the effect of the regulation of commerce between the States in goods, wares, and merchandise wholly or in part manufactured by convict labor or in any prison or reformatory.
H. R. 12810. Report No. 485—A Bill regulating charges for transportation of parcels by express companies engaged in interstate commerce.
H. R. 24115—A Bill creating a United States Corporation Commission, and providing for incorporation under the laws of the United States.
H. R. 24144—A Bill to authorize the formation and organization of corporations for the transaction and conduct of commerce among the several States and with foreign nations.
S. 3237—A Bill to amend the Act entitled "An Act to create a Commerce Court, and so forth," approved June 15, 1910.
S. 3345 and H. Res. 372—A Bill to amend the Act of July 2, 1890, entitled "An Act to protect trade and commerce against unlawful restraints and monopolies," and relation discharging the Committee on Interstate Commerce, to which the Bill was referred.
S. 4634—A Bill to regulate contracts for the future delivery of cotton.
S. 5385—A Bill to create an Interstate Trade Commission, to define its powers and duties, and for other purposes.
S. 6000—A Bill to amend Section 15 of the Act to regulate commerce, as amended June 23, 1906, and June 18, 1910.
S. 6100—A Bill appropriating \$100,000 for the use of the Interstate Commerce Commission, in addition to the sum or sums already appropriated for their use.
S. 6735—A Bill to control the development of water power and the use of public lands in relation to hydroelectric power.
S. 6834—A Bill to provide for the construction and operation of a railroad in Alaska, the reservation of public lands, and for other purposes. This bill also provides for the mining of coal for Government use, &c.
S. 7020. Report No. 807—A Bill to provide for the permanent supply of coal for the use of the United States Navy, and other Government purposes, to be for the leasing of coal lands in the Territory of Alaska, and for other purposes.
S. 7444—A Bill to create a Commission on Government reclamation projects.

STATISTICS AND STANDARDS.
H. R. 13568—A Bill to establish in the Department of Agriculture a Bureau of Markets.
H. R. 14052. H. Report 232—An Act authorizing the Secretary of Agriculture to issue certain reports relating to cotton, and for other supplementary thereto.
H. R. 23113. H. Report 1120—A Bill to fix the standard barrel for fruits and vegetables.
H. R. 24828. H. Report 813—A Bill to amend the law relative to manufacture and sale of articles of imitation jewelry, and for other purposes.
S. 223. S. Report 388—A Bill to provide for the inspection and grading of grain entering into interstate commerce, and to secure uniformity in standards and classification of grain, and for other purposes.

TARIFF AND TAXATION.
H. R. 20152. H. Report 225, parts 1 and 2—A Bill to amend an Act entitled "An Act to provide revenue, and encourage the cotton and silk industries of the United States, and for other purposes," approved August 5, 1909.
H. R. 21217. H. Report 281, parts 1 and 2—A Bill to amend an Act entitled "An Act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes," approved August 5, 1909, via Strike, and all other Acts amendatory thereof, and for other purposes.
H. R. 25034. H. Report 829, parts 1 and 2—A Bill to reduce the duties on the manufacture of cotton.
S. 3316. H. Report 511—A Bill to repeal an Act entitled "An Act to promote reciprocal trade relations with the Dominion of Canada, and for other purposes," approved July 26, 1911.

INDUSTRIAL WORKERS.
H. R. 22912. H. Report 577—An Act to create a Department of Labor.
H. R. 23635. H. Report 612—A Bill to amend an Act entitled "An Act to codify, revise, and amend the laws relating to the judiciary," approved March 3, 1911.
S. 5382. S. Report 553, parts 1 and 2—A Bill to provide an exclusive remedy and compensation for accidental injuries, resulting in disability or death, to employees of common carriers by railroad engaged in interstate or foreign commerce, or in the District of Columbia, and for other purposes.
S. Con. Res. 20—A resolution creating a joint special committee to investigate disputes among employers and employees, affecting the operations of government or of commerce, &c.

VOCATIONAL EDUCATION.
H. R. 22871—A bill to establish agricultural extension departments in connection with agricultural colleges in the several States receiving the benefits of an Act of Congress approved July 2, 1882, and of Acts supplementary thereto.
S. 3. S. Report 405—A Bill to co-operate with the States in encouraging instruction in agriculture, the trades and industries, and home economics, in State normal schools; in maintaining extension department in State colleges of agriculture and mechanic arts; and to appropriate money and regulate its expenditure.

NORTH AMERICAN-EUROPEAN TRADE.
H. R. 70—A bill to constitute a commission to investigate the purchase of American-grown tobacco by the governments of foreign countries.

PATENTS, TRADE-MARKS, AND COPYRIGHTS.
H. R. 23417. H. Report 1101—A Bill to codify, revise, and amend the laws relating to patents.
H. R. 18049. H. Report 267—An Act amending an Act entitled "An Act to authorize the registration of trade-marks used in commerce with foreign nations or among the several States or with the Indian tribes, and to protect the same."
H. R. 244. H. Report 846—A Bill for the improvement of the Foreign Service (Consular Reform).
H. R. 22589. H. Report 1072—A Bill to provide for the acquisition of premises for the diplomatic establishments of the United States at the City of Mexico, Mexico, Tokyo, Japan, and Bern, Switzerland, and for the consular establishment of the United States at Hankow, China.

RAILROAD OR OCEAN TRAFFIC.
S. 557. S. Report 728—An Act relating to Bills of Lading.
S. 6810—(See S. 957.)

RAILROAD TRAFFIC.
H. R. 24927. H. Report 837—A Bill to regulate the interstate transportation of immature calves.
H. R. 20623. H. Report 1141—A Bill to amend section two of an Act entitled "An Act to provide for the regulation of the operation of railroads by limiting the hours of service of employees thereon," approved March 4, 1907.

OCEAN TRAFFIC.
H. R. 23111—A Bill to carry into effect the provisions of a convention for the limitation of certain rules with respect to assistants and salvage at sea.
H. R. 23470. H. Report 632—An Act to protect American Trade and American shipping from domestic and foreign monopolies.
H. R. 23673. H. R. 645—A Bill to abolish the involuntary servitude imposed upon seamen in the merchant marine of the United States while in foreign ports and the involuntary servitude imposed upon the seamen of the merchant marine of foreign countries while in ports of the United States, to prevent unskilled manning of American vessels, to encourage the training of boys in the American Merchant Marine for the further protection of life at sea, and to amend the laws relative to seamen.
H. R. 23676. H. Report 648—A Bill to regulate the offloading and manning of vessels subject to the inspection of laws of the United States.
H. R. 24025. H. Report 657—An Act to amend sections forty-four hundred and forty-four hundred and eighty-eight of the Revised Statutes of the United States relating to the inspection of steam vessels, and section one of an Act approved June 24, 1910, regarding apparatus and operators for radio communication on certain ocean-going steamers.

TELEGRAPH.
H. R. 56. H. Report 602—An Act to prohibit interference with commerce and communication by wire, and with foreign nations, and to remove obstructions thereto, and to prohibit the transmission of certain messages by telegraph, telephone, cable, or other means of communication between States and Territories, and with foreign nations.
H. R. 3010. H. Report 1128—A Bill to fix the requirements governing the receipt, transmission, delivery, and preservation of messages of interstate telegraph and telephone companies.
H. R. 18323. H. Report 631—A Bill to prohibit interference with commerce among the States and Territories and with foreign nations, and to remove, &c. (See H. R. 56.)

LEGISLATION.
S. 3315. S. Report 1011—A Bill to prohibit corporations from making contributions in connection with political elections and to limit the amount of such contributions by individuals or persons.

CURRENCY AND BANKING.
H. R. 13670. H. Report 311—An Act to amend an Act entitled "An Act to authorize the receipt of certified checks drawn on a national and State banks for duties on imports and internal taxes, and for other purposes," approved March 2, 1911.
H. R. 23570. H. Report 630—An Act to authorize the coinage of three-cent pieces and one-half-cent pieces, and for other purposes, viz:
H. R. 24703. H. Report 841—A Bill to extend the authority to receive certified checks drawn on National and State banks and trust companies in payment for duties on imports and internal taxes and all public dues.

IMMIGRATION.
S. 3175. S. Report 208 and H. Report 851—A Bill to regulate immigration, &c.
H. R. 19544. H. Report 590—A Bill to amend section nine of the Immigration Act, approved February 20, 1907.

CROWDED SENATE COMMITTEES.

Agriculture and Forestry.

This committee has before it fourteen distinct measures favoring steps to construct various roads and highways. It also has before it Senator Davis' bill (S. 4104), prohibiting speculation in agricultural products; Senator Smith's (S. C.) bill (S. 4979), prohibiting telegraph messages relative to speculation on agricultural products, and Senator Smith's (S. C.) bill (S. 4954), regulating contracts for the future delivery of cotton. Two measures are before this committee relative to the improvement of rural delivery routes (S. 2846 and S. 6600). Several measures are before it relative to the prevention and spread of contagious diseases of vegetation. There are before it eight other bills of general character, including the bill introduced by Senator Smith of Georgia (S. 4563) to establish agricultural extension departments in connection with the agricultural colleges of the several States. Senator Owen's bill (S. 4834) is of similar import.

Appropriations.

This committee has very little unfinished legislation before it. Three of the five measures are concerned with the construction of roads in national parks. The bill (S. 6564) authorizing the use of the participants in the Gettysburg celebration, 1913, was transferred to this committee from the House Committee on Military Affairs.

Claims.
Approximately 900 personal claim measures remain in this committee. Also in this committee is an omnibus claims bill containing 1,494 individual items. Two measures remaining for consideration in this committee are of far-reaching significance.

S. 5932—Conferring jurisdiction on the Court of Claims to try, adjudicate, and determine certain claims for compensation for carrying the mails and pay for the discontinuance of postal service—Mr. Martin, of Virginia.
S. 5083—To confer jurisdiction on the Court of Claims to hear,

Continued on Page Two.

THE NATION'S BUSINESS

PUBLISHED BY THE
CHAMBER OF COMMERCE OF THE UNITED STATES OF AMERICA,
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Publication Committee:
John H. Fahey, Boston, Mass.; Frederick Bode, Chicago, Ill.;
H. E. Miles, Racine, Wis.
Editor: G. Grosvenor Dawe.

"The Nation's Business" is the organ of the Chamber of Commerce of the United States of America, and is prepared for the use of editorial writers, commercial organizations, and the councilors of constituent members. "The Nation's Business" will gather for the use of newspapers and organizations, current information regarding the development of the nation. Every reader is therefore invited to be a correspondent regarding local, state, or national facts of agriculture, mining, manufacturing, transportation, distribution, finance, education, the professions, the government, and altruism. Names of those other than editors, organizations, or councilors who desire to receive "The Nation's Business" regularly will be registered at the rate of five cents a copy, or \$1.00 for 20 consecutive issues.

MONDAY, OCTOBER 21, 1912.

TO EDITORS:

Nothing in this or any other issue of The Nation's Business is copyrighted. It is all at the disposal of editors—credit preferred. The analysis of legislation in this issue calls for the scrutiny of 35,000 items.

NEW MEMBERS.

The following organizations have been elected to membership in the Chamber of Commerce of the United States of America since the last issue of The Nation's Business:

Alton Board of Trade, Alton, Ill.	440	Commercial Club of St. Joseph, Mo.	180
Kraft Goods Manufacturers' Association, Utica, N. Y.	423	Commercial Club of St. Louis, Mo.	180
Greater Des Moines Committee, Iowa	23	Commercial Club of St. Paul, Minn.	180
Business Men's League, Cambridge, Mo.	300	Commercial Club of St. Petersburg, Fla.	180
Young Men's Business Club, Springfield, Mo.	420	Commercial Club of St. Thomas, V.I.	180
Chamber of Commerce Association, Springfield, Mo.	420	Commercial Club of St. Vincent, V.I.	180
Chamber of Commerce (Ind.), of Sacramento, Cal.	780	Commercial Club of St. Vincent, V.I.	180
Chamber of Commerce, Marshallfield, Ore.	145	Commercial Club of St. Vincent, V.I.	180
The Manufacturers' Association, St. Paul, Minn.	180	Commercial Club of St. Vincent, V.I.	180
Commercial Club, Kansas City, Mo.	880	Commercial Club of St. Vincent, V.I.	180
Chamber of Commerce, Denver, Colo.	1,660	Commercial Club of St. Vincent, V.I.	180
Chamber of Commerce, Fort Scott, Kan.	1,880	Commercial Club of St. Vincent, V.I.	180
Mercantile Club, Kansas City, Kan.	317	Commercial Club of St. Vincent, V.I.	180
Commercial Club, Leavenworth, Kan.	52	Commercial Club of St. Vincent, V.I.	180
Industrial Association, Fort Scott, Kan.	300	Commercial Club of St. Vincent, V.I.	180
Commercial Club, Arkansas City, Kan.	156	Commercial Club of St. Vincent, V.I.	180
Commercial Club, Fremont, Neb.	187	Commercial Club of St. Vincent, V.I.	180
Commercial Club, Council Bluffs, Iowa	300	Commercial Club of St. Vincent, V.I.	180
Commercial Club, Sioux City, Iowa	170	Commercial Club of St. Vincent, V.I.	180
National Machine Tool Builders' Association, Cleveland, Ohio	35	Commercial Club of St. Vincent, V.I.	180
National Association of Automobile Manufacturers, New York, N. Y.	35	Commercial Club of St. Vincent, V.I.	180
Porto Rico Association, San Juan, Porto Rico	35	Commercial Club of St. Vincent, V.I.	180

All commercial organizations should consider membership at the earliest possible moment, in order to be in line with delegates at the first annual meeting to begin in Washington, Tuesday, January 21, 1913.

REPRESENTATION AND DUES.

Each association shall be entitled to one delegate for the first twenty-five members and to one additional delegate for each additional two hundred members, but no association shall be entitled to more than ten delegates. Each association shall pay annual dues in accordance with the provisions of Article IV of the by-laws.

EXTRACT FROM ARTICLE IV OF THE BY-LAWS.

Section 1. The annual dues of each constituent member of this Chamber shall be payable to the Secretary on the date of acceptance or of election of the member, and annually thereafter. The rate of dues shall be as follows: Each member shall be based upon the scheduled annual income from membership fees and shall be approximately one-half of one per cent of such scheduled income, provided, however, that no member shall pay annual dues of less than \$10 or more than \$700.

Section 2. For convenience in fixing dues on the basis set forth in the following section, and in order that computation may be made easily, members shall be divided into classes and pay dues as follows:

CLASS	INCOME	DUES	CLASS	INCOME	DUES
A	\$2,000 or less	\$10.00	M	\$20,001 to \$25,000	\$125.00
B	2,001 to \$3,000	15.00	N	25,001 to 30,000	150.00
C	3,001 to 4,000	20.00	O	30,001 to 35,000	175.00
D	4,001 to 5,000	25.00	P	35,001 to 40,000	200.00
E	5,001 to 6,000	30.00	Q	40,001 to 45,000	225.00
F	6,001 to 8,000	40.00	R	45,001 to 50,000	250.00
G	8,001 to 10,000	50.00	S	50,001 to 60,000	300.00
H	10,001 to 12,000	60.00	T	60,001 to 80,000	400.00
I	12,001 to 14,000	70.00	U	80,001 to 100,000	500.00
J	14,001 to 16,000	80.00	V	100,001 to 120,000	600.00
K	16,001 to 18,000	90.00	W	120,001 to 140,000	700.00
L	18,001 to 20,000	100.00			

Section 3. The income from membership fees in each organization shall be based on the scheduled individual fee multiplied by the number of members in the organization.

NEW DIRECTORS.

At the Boston meeting of the directors of the Chamber of Commerce of the United States the resignations of Bernard N. Baker, of Baltimore, and I. H. Kempner, of Galveston, were accepted.

In their places, and to fill out their unexpired terms, Willoughby M. McCormick, of Baltimore, and T. L. L. Temple, of Texarkana, were elected. Both have accepted. Their pictures and biographical notes will be found elsewhere in this issue.

DIRECTORS' MEETING.

The next meeting of the directors of the Chamber of Commerce of the United States of America will be held in Chicago November 19.

A letter has been received from Mr. Kimbark, President of the Chicago Association of Commerce, stating that his organization desires to make the national Chamber the subject of its annual dinner and give that dinner in honor of the Chamber and to have its board of directors present on the occasion, together with the presidents of some other of the larger commercial bodies of the country.

LET ALL SECRETARIES READ.

The following letter indicates the feeling of M. B. Trezevant, the newly elected president of the American Association of Commercial Executives:

New Orleans, October 15, 1912.

Gentlemen:—As advised in my monthly report of the 10th instant, I wish to take up with the Board of Directors of the American Association of Commercial Executives the subject of the Chamber of Commerce of the United States of America, or what will probably be known later as the National Chamber of Commerce.

The president of this organization is Mr. Harry A. Wheeler, of Chicago, formerly president of the Chicago Association of Commerce, a banker of that city and a splendid type of American business man. The purpose of the National Chamber of Commerce is to unite the best constructive work in all parts of this country by co-operative effort among commercial organizations, somewhat similar to the plans adopted by the British and German Chamber of Commerce. It comes at a time when New Orleans can find particular advantage in its activities.

It is the only national organization of this character which I would recommend the Progressive Union joining. The membership fee is based on one-half of one per cent of the annual revenue from dues, which makes the cost to the Progressive Union about \$150,000 per annum. As you probably know the Board of Trade in New Orleans has joined, and it is even more incumbent upon a civic, commercial, and industrial organization such as the Progressive Union to become affiliated with a national organization of this character.

Among other things, the National Chamber of Commerce publishes a newspaper known as The Nation's Business, devoid of advertising, but containing news and information of the best constructive work in all parts of the United States. For example I have furnished them at their request an article for each of their three issues, stipulating that the subject must be of national interest. The first article dealt with the Pan-American Mail Steamship Line, the second with the adoption of the Commission Form of Government for New Orleans, the third (yet to be published) with the Southern States and Pan-American Exposition. The fourth will be a story concerning the terminal development of the Texas and Pacific Railroad, which is not only national but international in its significance.

This publication, "The Nation's Business," is sent to every daily newspaper and leading trade papers in the United States, and I am informed by the editor, Mr. G. Grosvenor Dawe, whom you know, that already over one thousand editors have written asking that this publication be sent them under personal cover rather than in the usual manner of exchange mail. This very clearly manifests the interest of the editors and the definite desire they have for constructive information of this character. The majority of the progress articles from the States are not over three hundred words in length, and therefore do not take up much space and consequently are more apt to be reproduced. It is the purpose of this publication to get the newspapers of this country into the habit of using a greater quantity of constructive news. The difficulty heretofore has been that the editor has had no means of securing this information except at considerable expense. There is no question as to their welcoming constructive news of this kind, and in this respect alone the National Chamber of Commerce would prove of very definite benefit to the business interests of the country.

The next convention of the National Chamber of Commerce of the United States will be held in the latter part of next January, and I recommend that the Progressive Union not only take out membership, but endeavor to send to Washington, where the convention will be held, the largest possible delegation of business men. I recommend that this question be made the order of business at a special meeting of the Board of Directors to be called within the next ten days.

Yours very truly,
M. B. TREZEVANT, Secretary-Manager.

SENATE COMMITTEES

Continued from Page One.

determine, and adjudicate claims for the taking of private property and damages thereto as the result of the improvement of the Mississippi River for navigation.—Mr. Williams.

Commerce.

In this committee remain forty-six bills, mainly concerned with the establishment of aids to navigation in various rivers and along the coast. This committee has also before it S. 7738 and S. 7601, both introduced by Senator Townsend on different days to create a coast guard by "combining therein the existing Life-saving Service and the Revenue-cutter Service." In addition, this committee has before it the important but various forms of proposed legislation looking toward safety at sea.

These are quoted below:
S. 6706—To regulate navigation by steam passenger vessels, to amend sections 4400, 4471, 4488, 4490; section 3 of act of July 9, 1889; section 1 of act of July 24, 1910, and for other purposes.—Mr. Smith, of Michigan.

S. 6904—To amend the laws relating to navigation.—Mr. Jones.

S. 5420—To amend the laws relating to navigation.—Mr. Jones.

S. 2408—To amend an act entitled "An act relating to navigation of vessels, bills of lading, and to certain obligations, duties, and rights in connection with the carriage of property," approved February 13, 1893.—Mr. Nelson.

S. 7038—To promote the safety of ocean navigation.—Mr. Nelson.

S. 6481—To require steamships and steam vessels leaving ports of the United States to provide adequate life-saving apparatus and safeguards against accidents.—Mr. Ashurst.

S. 6480—To repeal the act entitled "An act to provide for ocean mail service between the United States and foreign ports, and to promote commerce," Mr. Shively.

S. 5958—To provide for the register and enrollment of vessels built in foreign countries when such vessels have been wrecked on the coasts of the United States or her possessions, or adjacent waters and saved by American citizens and repaired in American shipyards.—Mr. Smith, of Michigan.

S. 6696—To repeal legal prohibitions upon American registration of foreign-built ships for foreign trade.—Mr. Williams.

S. 6366—For the protection of passengers on ocean vessels.—Mr. Cumber.

S. 6700—To regulate the depth to which ocean coastwise steamers of the merchant marine of the United States may be loaded.—Mr. Nelson.

Conservation of National Resources.
This committee has before it one bill relative to the protection of birds and animals in Glacier National Park (S. 3937).—Mr. Nelson.

District of Columbia.
Forty-two measures remain unattended to in this committee, affecting all phases of life and interest in the District of Columbia, ranging from various measures regarding highways to the control of public utilities, the practice of medicine, and the question of primary voting in the District.

Education and Labor.
This committee reported out the Page bill (S. 3), whose purpose is to extend Federal aid to educational institutions that give vocational training. It also reported out a bill regulating the method of directing the work of government employees. An important measure in this committee is S. 6260, to make lawful certain agreements between employers and laborers and persons engaged in agriculture or horticulture, and to limit the issuing of injunctions in certain cases, and for other purposes. Introduced by Mr. Bacon.

Finance.
There remain in this committee approximately twenty measures of varying character. Three of these (S. 4185, introduced by Mr. Burton; S. 6217 and S. 6103, introduced by Mr. Brown) are to amend an act entitled "An act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes," approved August 5, 1909. In this committee is S. 4431, introduced by Mr. Burton, to incorporate the National Reserve Association of the United States. In this committee is also S. 4429, introduced by Mr. Crawford (referred to earlier under Committee on Foreign Relations).

Fisheries.
This committee had before it twenty-two acts to establish fish cultural stations in as many different States, all of which were referred to the House Committee on Merchant Marine and Fisheries. S. 6567, introduced by Senator Gore, to establish a fish cultural station in the State of Oklahoma, remains unattended to. S. 5856, introduced by Senator Jones, to amend "An act for the protection and regulation of the fisheries of Alaska," also awaits attention.

Foreign Relations.
Three measures affecting the Consular Service are before this committee: S. 6927—For the improvement of the foreign service.—Mr. O'Gorman.

S. 5275—To amend an act entitled "An act to provide for the reorganization of the Consular Service of the United States," Mr. Lodge.

S. 3261—For the permanent improvement of the Consular and Diplomatic Services.—Mr. Nelson.

This committee also has before it Senator Crawford's measure (S. 5735), relative to an international conference on the high cost of living. After debate, the measure was reported back, and is now in the hands of the House Committee on Foreign Affairs. To indicate the possibility of confusion and duplication in legislation, it is proper to state here that in the Committee on Finance is also a measure introduced by Senator Crawford (S. 4204) relative to the same general subject of an international investigation of the increase of the cost of living.

Forest Reservations and Protection of Game.
This committee has five measures awaiting attention.

Indian Affairs.
One hundred and sixteen different measures were referred to this committee. Eighty-eight still remain in its charge to be acted upon during the coming session. Twenty-eight measures were reported out of this com-

mittee and were referred to the House—twenty-seven to the House Committee on Indian Affairs and one to the House Committee on Public Lands. The eighty-eight measures remaining in the charge of this committee are of varying degrees of importance, and favor in every instance the future condition of the nation's wards.

Immigration.

In this committee are two measures—S. 4235, introduced by Senator Brown, to amend section 40 of the immigration act, approved February 20, 1907, and S. 5410, introduced by Senator Lodge, to regulate the admission of aliens into the United States.

Industrial Expositions.

In this committee on bill awaits attention—the measure (S. 6099) referring to the National Conservation Exposition to be held in Knoxville in 1913, introduced by Mr. Culberson.

Interstate Commerce.

Fifty-six bills were referred to this committee during the two sessions. There are measures ranging from the creation of an Interstate Trade Commission (S. 5485, Mr. Newlands) to the registration of automobiles doing interstate business (S. 3307, Mr. Townsend). This committee had before it also the various measures relative to the dissolution of the Commerce Court. It also has before it three different bills supplementing and amending the Sherman act.

Irrigation and Reclamation of Arid Lands.
Ten measures are in this committee, including Senator Borah's bill to create a Commission on Government Reclamation projects.

Judiciary.

There remain in this committee twenty-five measures amending "An act to codify, revise, and amend the laws relating to the judiciary" and affecting judicial procedure of various kinds. In this committee rests S. 5352, reading as follows: "To inhibit and punish the stealing of freight or express packages or baggage in process of transportation on interstate shipments, and felonious asportation of the same into another district of the United States, or the felonious reception of same."—Mr. Heyburn, of Idaho, reading as follows: "To suppress pools, trusts, and combinations in trade and to provide penalties for violations of its provisions," and for other purposes.—Mr. Davis. In addition to the twenty-five measures above, there are twelve measures of comparatively minor importance involving increases of salary, &c., and two measures relative to interstate commerce in intoxicating liquors. Through this committee passed the thirteen amendments to the "Act to codify, revise, and amend the laws relating to the judiciary," mentioned in the report on completed legislation, printed elsewhere.

Library.

Twenty-four bills and joint resolutions remain in this committee, dealing chiefly with the erection of monuments and memorials. Among the various acts is S. 6901, to accept the homestead of Abraham Lincoln from the Lincoln Farm Association.

Military Affairs.

There were referred to this committee 600 bills, among them S. 5792, to consolidate the Veterinary Service, U. S. A., and increase its efficiency; S. 5725, to promote the efficiency of the Medical Department of the United States Army; S. 2421, to encourage rifle practice and to promote patriotic spirit among the citizens and youth of the United States; S. 2518, to provide for raising the volunteer forces of the United States in time of actual or threatened war, and S. 7408, to prescribe the authority for the use or employment of the army in any country or territory beyond the jurisdiction of the sovereignty and laws of the United States. One hundred and thirty bills were reported out, leaving 470 on hand.

Mines and Mining.

In this committee are seven measures, including S. 4570, Senator Works' providing for the regulation and inspection of coal mines; also S. 4002, introduced by Senator Dixon, relative to the manner in which deposits of borax, &c., may be acquired. Two measures are in this committee relative to

the establishment of mining experiment stations, one at Silverton, Colo., and another at Lander, Wyo. This committee also has before it the important measure, S. 7210, introduced by Senator Smoot, to apply a portion of the proceeds of the sales of public lands to the endowment of schools or Department of Mines and Mining.

Manufactures.

In this committee are two bills to amend—the pure food act, passed June 3, 1906, S. 2547, introduced by Senator Gallinger, and S. 4727, introduced by Senator Burton. There are several miscellaneous measures in this committee.

Naval Affairs.

Ten measures remain in this committee, dealing principally with plans for greater efficiency in the Navy Department. In this committee is a measure relative to a Coast Guard Bureau (S. 6405, Senator Curtis). Reference to statements regarding the Committee on Commerce will show that there are two bills in that committee dealing with the same subject.

Patents.

Ten bills amending patent statutes remain in this committee. One bill, that introduced by Mr. Brown (S. 6273), proposes to codify, revise, and amend the laws relating to patents. In this connection it should be borne in mind that by H. J. Res. 237, Public Res. 55, the President is requested to investigate the Patent Office through the President's Commission on Economy and Efficiency.

Pensions.

Hundreds of private measures are before this committee. Several general measures also await attention, including S. 5405, directing the Commissioner of Pensions to make report of pensioners on the pension rolls.

Philippines.

There remain in this committee three bills—one referring to wireless telegraphy, and another to amending the coagulation system.

Post-office and Post Roads.

In this committee is one bill relative to a national highway (S. 6271) from the Canadian border to the Gulf of Mexico. There are measures dealing with parcels post, the reduction of postal rates, the hours of labor of carriers, and the use of Marcus P. Norton's post-marking machine.

Privileges and Elections.

Two measures are before this committee—one to establish national primaries for the nomination of President, Vice President, and electors; another to forbid Federal officeholders from attending political conventions as delegates.

Public Buildings and Grounds.

Two hundred and twenty-seven bills relating to the acquiring of sites for public buildings, the erection of buildings, or the addition of expenditures on buildings already contracted for were before this committee. There remain 140 bills not reported out; these affect the majority of States. Favorable action was taken on eighty-seven bills affecting more than thirty States. These were voted for in the Senate, and now rest in the hands of the House Committee on Public Buildings and Lands. The Senate committee reported favorably on public buildings for Sundance, Newcastle, and Thermopolis, Wyo., and St. George, Utah. The Senate thereupon voted favorably, which vote was later reconsidered in each case, and the bill withdrawn from the House Committee on Public Buildings and Lands. The bills affecting these buildings were then laid on the table.

Public Health and National Quarantine.

Out of this committee was reported the proposed bill to establish a bureau of health (S. D.). Here also is S. 4072, authorizing the Public Health Service to collect, maintain, and make available plans and descriptive matters relative to hospitals, asylums, dispensaries, and like institutions, and make provision therefor. Three other bills of minor importance are in this committee.

Public Lands.

This committee has seventy acts of various kinds remaining in its hands.

NEW OFFICIALS OF THE AMERICAN ASSOCIATION OF COMMERCIAL EXECUTIVES



PRESIDENT M. B. TREZEVANT, SECRETARY EDWIN L. QUARLES.

Secretary-Manager New Orleans Progressive Union, Secretary Greater Baltimore Committee.

Members of the American Association of Commercial Executives met in Washington for their annual convention September 23 and 25.

In keeping with all previous conventions the members discussed the problems peculiar to their positions as secretaries of commercial organizations. Every man gained immensely from the interchange of thought. A more earnest and practical body of specialists it would be impossible to bring together.

The officers for 1912-13 are as follows:
President—M. B. Trezevant, Progressive Union, New Orleans, La.
First Vice President—James A. Bell, Industrial League, Saskatchewan.
Second Vice President—Christy Mead, Merchants' Association, New York City.

Third Vice President—W. L. Seeley, Commercial Club, St. Paul, Minn.
Secretary-Treasurer—Edwin L. Quarles, Greater Baltimore Committee, Baltimore, Md.

Director for One-Year Term—Woodworth C. Clark, Greater Davenport Committee, Davenport, Iowa; Herbert N. Davidson, Board of Trade, Worcester, Mass.; A. W. McKenna, Chamber of Commerce, Charleston, S. C.; Thorndyke DeLand, Chamber of Commerce, Denver, Colo.; A. L. Sommers, Chamber of Commerce, Tacoma, Wash.

Directors for Two-Year Term—Adolph Boldt, Chamber of Commerce, Houston, Tex.; Herbert W. Baker, Publicity and Industrial Bureau, Ottawa, Ont.; Byers H. Gitchell, Board of Commerce, Detroit, Mich.; C. Frank Terhune, Commercial Club, Clinton, Iowa.

Directors for Three-Year Term—Milton Carmichael, Convention and Tourists' Bureau, Detroit, Mich.; H. V. Egan, Commercial Club, Duluth, Minn.; Walter Reed, Board of Trade, Schenectady, N. Y.; Richard B. Watrous, American Civic Association, Washington, D. C.

All secretaries are advised and urged to join the organization for the selfish reason of gaining knowledge and for the altruistic reason of imparting it. The next convention will be held in St. Paul, Minn., in the summer of 1913 and will be a four days' institute, for purposes of study.

Major John M. Carson, An Appreciation

By A. H. BALDWIN.

Chief of the Bureau of Foreign and Domestic Commerce.

Through the death of Maj. John M. Carson, commercial agent of the Bureau of Foreign and Domestic Commerce, and from 1906 to 1910 Chief of the Bureau of Manufactures, there is ended a long, useful and honorable life, the later years of which were wholly and earnestly devoted to the upbuilding of the commerce of the United States.

Maj. Carson saw the Bureau of Manufactures during his direction of its work grow from almost a mere name to a significant and essential branch of the Department of Commerce and Labor, with established relations with all the prominent commercial activities of the country, and an affection of the shipping service and the commercial agents of his office, with trade development throughout the entire world.

Always with too limited resources at his command, Maj. Carson still had an abiding confidence in the value of the service and a clear perception of the unlimited opportunity before him. He was a factor in the commercial growth of the nation, especially in the field of foreign trade. He constantly urged the extension of the facilities of the bureau and was tireless in his efforts to make the trade information issued by his office effective.

As an administrator he earned the esteem and affection of all his associates by his demeanor of unvarying courtesy and his sympathetic interest in their service and in his assistants as individuals. Later as a commercial agent he brought to the investigation in foreign countries of the problems of trade development a mind stored with experience of years as an observer of affairs, and he never diminished his interest in these matters even during the closing days of his life when his apprehension for his health became grave.

His long experience as a writer for the daily press gave him the command of a ready and forceful style which made his commercial writings very effective. During his career as a commercial agent he made an important survey of general trade conditions in many parts of Europe.

It reported out seventeen bills, which were referred to the House Committee on Public Lands. These acts vary from the establishment of drainage funds and national parks to the definition of various homestead matters. In this committee are found various measures relative to the setting aside of certain lands to be used as a sanatorium by the Order of Owls. Three such measures were introduced in the Senate and fifteen in the House. In this committee is the important bill (S. 3463), introduced by Mr. Smoot, to establish a bureau of national parks.

Standards, Weights, and Measures.
A bill authorizing the coinage of 3-cent pieces and 1-2-cent pieces (S. 6482) was first in this committee, but referred to the Committee on Interstate and Foreign Commerce. A bill

providing for the inspection and grading of grain entering into interstate commerce was reported out (S. 223).

Territories.
In this committee are seven acts affecting Alaska, and ranging from the construction of 1,000 miles of railroad (S. 6275) to the relief of the indentured (S. 267).

*An Elaborate Discussion of the Most Important Single Factor
in Securing and Holding Canal Traffic.*

The coal is secured at Coronel; on the Pacific coast of North America, British Columbia, and Washington coasts, and at stations on the East Indies and on the eastern seaboard of the United States the excellent coal from Pennsylvania, West Virginia, and Alabama is obtainable.

The ocean freight rates determine the distance coal can be transported to supply coaling stations. At some stations coal from distant sources competes with coal from relatively near-by sources. At Valparaiso, Iquique, Antofagasta, and other points on the west coast of South America some distance from Coronel, the supply is chiefly American, Welsh, and Australian, because of low freights on vessels bound for Chile to secure cargoes of nitrate. At Montevideo, Santos, and Blanca, and other points on the west coast of South America south of Brazil the supply comes from Wales

The discussion then considered coaling facilities and coal prices along the Suez route from the South African coast of Good Hope route; (3) the South American or Magellan route; and (4) the Panama Canal route. All except the fourth are omitted.

Coaling Stations.

In contrasting the costs of coal along the Panama route with those via alternative routes, the prices at which coal is now being sold at stations on the Panama route and the coaling facilities now existing at these points cannot fairly be made the basis of comparison. The Suez, South African, and South American routes are old and are equipped with stations at which coal merchants have a well-established trade while the stations along the Panama

have to pay more for coal at or near Singapore. Vessels taking the Panama route to the Pacific coast of Asia will have some advantage over those taking the Suez route, as regards coal costs for the latter part of their voyages, because coal is cheaper in Japan than at Singapore. Likewise for the trip homeward from the Orient, by way of the Panama Canal, the cheaper coal obtainable in Japan will be the advantage of the Panama, as compared with the Suez route.

The use of the Panama Canal by vessels engaged in the traffic between Europe and the Orient will depend very largely upon the cost of coal at Colon. The distance from Europe to China and Japan is less via Suez than via Panama. But the cost of coal in Japan is taken it will probably be chosen because of the cheaper coal costs. The

to cover overhead charges, storage, and depreciation. The Panama Railroad Company or the Isthmian Canal Commission, or the canal administration can sell coal without loss, or possibly with a slight profit at Colon up to October 4, 1914, will be \$4.50 1-2; or if the price at Norfolk should be reduced 5 cents a ton, \$4.54 1-2. If the colliers carrying coal into the Panama Canal for delivery at the station at Balboa are required to pay a toll of \$1 per ton net register, the cost of coal delivered at Balboa will be 42 cents per ton higher than at Colon or Cristobal. It will thus be possible for the Panama Railroad or the canal authorities to sell coal at Balboa without loss, or with a slight profit for \$5.02 1-2. (If the Norfolk price is \$265) \$4.66 1-2.

Cheap Prices Possible.

Further details regarding the the-

can be sold at a relatively low price at Suer; but along the South African route and Magellan routes there are no nearer markets for the oil. The only way to get by oil fields of present importance from which stations could be supplied with cheap fuel oil.

The surest method of keeping coal prices at the Isthmus is for the Panamanian government through the canal administration to maintain commercial coaling stations at Cristobal and Balboa. The foregoing discussion has emphasized the assistance which cheap coal at the Isthmus will give the Panamanians in competing for traffic free to the mother continent. The government coaling stations will give the Panamanians greater traffic and larger revenues.

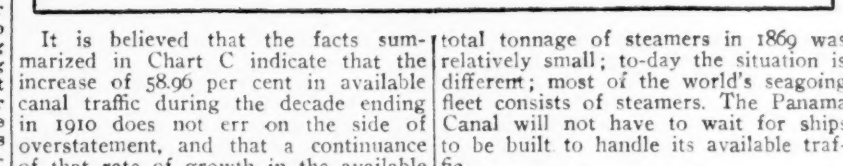
Low Prices Necessary.

The industrial effects of the canal, moreover, can be made greater by keeping

2. The Intermountain States will probably secure lower freight rates for their trade with the Eastern section of the country and with the Middle West. Instead of cutting deeply into the rates between the Eastern part of the United States and the Pacific Coast terminals

rates higher, nor will the omission of tolls cause the freight rates to be lowered. This is not true of the rates payable on bulk cargoes of traffic handled in individual vessels operated under charters. Charter rates are competitive, and the few large shippers who can use a chartered vessel will be benefited by being relieved of the payment of canal tolls. As is explained in Chapter XIII, it is probable that the payment of tolls by ships engaged in our coast-to-coast trade would affect neither the rates of the regular steamship lines nor the

CHART 6



1. The Interstate Commerce Commission has been asked to consider the effect of the proposed Panama Canal on the rates higher, nor will the omission of the Panama Canal rates be a disadvantage to the bulk cargo shippers. This is not true of the rates payable on bulk cargoes of traffic handled by individual vessels operated under charter-party contracts, as compared with the few large shippers who can use a chartered vessel will be benefited by the proposed canal. The same is true of coils. As is explained in Chapter XIII, it is probable that the payment of tolls on bulk cargoes of coils will be a disadvantage to the trade would affect neither the rates of the regular steamship lines nor the

Continued from Page Four. Interstate Commerce Commission in the Spokane and Reno cases automatically

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Indigo.....	33.1	11.7	9.7	4.2	7.1	12.4	11.1	9.2	7.8	6.8	12.4	11.1	9.2	7.8	6.8	11.7	10.5	8.7	7.3	6.3	9.7	8.7	7.2	6.1	5.2
Volcanismo.....	6.6	5.9	4.8	4.1	3.5	6.0	5.3	4.3	3.5	3.1	6.0	5.3	4.3	3.5	3.1	5.3	4.7	3.8	3.2	2.7	3.3	2.9	2.3	1.9	1.6
Coronel.....	4.5	4.0	3.3	2.7	2.3	3.9	3.4	2.8	2.3	1.9	5.9	3.4	2.8	2.3	1.9	3.1	2.8	2.2	1.8	1.5	1.2	1.0	0.8	0.6	0.5

the maintenance of government coaling stations at the canal termini and by

It will be desirable for the United

between the Eastern part of the United States and the Pacific Coast terminals, and thereby, under the ruling of the In-

the regular steamship lines nor the charges of the transcontinental railroads.

OKLAHOMA CITY UNIQUE NATION

WONDROUS TOWN MADE IN 23 YEARS

Original Methods Have Made It State Capital and Brought Railways, Big Packing Houses, and 72,000 Residents.

Oklahoma City is somewhat different from most communities. This city is only twenty-three years old and this organization dates from the birth of the city. Practically everything that this city has to-day can be traced directly to the indomitable efforts and unity of spirit on the part of the citizenship comprising this organization.

While the said organization has been in existence, as stated above, for about twenty-three years, it has only been during the past ten years that constructive development work has been in effect. In 1890 the population of this city was approximately 10,000—the census of 1910 showed a population of almost 65,000—the population of this city is estimated at 72,000. In the last ten years, during which time, everything of commercial or business importance to the community has been consummated, there has been no central concentration of effort toward constructive development, all of which have had their share in the results of to-day.

Most prominent among these many factors in our civic development may be mentioned the following:

The consolidation of all civic bodies into one civic organization, the Chamber of Commerce, and of bringing into the consolidated organization 1,200 representative business interests, a greater proportion compared to the size of the town than of any other community in the country.

In Oklahoma City the Chamber of Commerce is recognized as the one and only exponent of the city. It is the only central point from which all movements emanate, foster and are finally accomplished. It is, in fact, the axis upon which the city revolves, and therein lies the secret of its success.

The location of the two mammoth packing plants, Morris & Co., and Schlitzberg & Sons Co., in Oklahoma City.

These two factories, costing in the neighborhood of \$2,000,000, employing 2,500 to 3,000 people jointly, represent one of the greatest industrial movements ever promulgated by any community. Investigation on the part of these two packing companies as to the advantages of Oklahoma City as one of the greatest centers of the packing industry led to negotiations between the officials of those companies and this Chamber of Commerce, which resulted in mutual advantage to both.

The packing companies agreed to locate in Oklahoma City, provided the Chamber of Commerce would guarantee a bonus of \$300,000, exemption from taxes for five years, and free water to each.

To do this was a stupendous job, probably of more magnitude than any other taken by any other community. With the same spirit that built Oklahoma City from a mere speck on the plains to what is now one of the most progressive and beautiful communities in this country, the proposition of the packing companies was accepted and complied with. Immediately adjoining the site which the packing companies had selected for their sites, large tracts of land were purchased by the Industrial Company, a subsidiary of this Chamber, which through the sale of city lots secured sufficient funds to pay for same and make the \$300,000 bonus specified by the packing companies. In addition to this, the company has netted a slight return on its investment to the original stockholders, furnishing the amount required at the inception of the purchase.

New Railway Connections.

Securing and providing terminals for the Missouri, Oklahoma and Gulf Railroad.

In the spring of 1911, this Chamber was advised that the M. O. & G. Ry. Co. would consider the extension of its line from Henryetta, Okla., into Oklahoma City, provided that the city would furnish the right of way and terminal property. Not only did this mean the securing of a new railroad for the city, but through its connections would eventually result in a readjustment of the freight rates for which Oklahoma City had been contending for some time.

The proposition of the railway company was accepted and suitable site for terminals selected by its officers, the cost of which was \$250,000. The property desired was occupied by a school building located in the

central business district of the city, and the idea spread like wildfire. The city commissioners, operating under a commission form of government for the people and by the people, immediately made the necessary legislation for the bond issues and designated the time of election. After a very systematic and tireless campaign by the Chamber of Commerce, the people by vote of 7,120 to 967 declared themselves in favor of the bond issue.

The bonds were sold and the Capital Building Company, the corporation created for the purpose, was organized. The bonds were sold for the sum of \$250,000, sufficient for both the capital and railroad, and the money derived therefrom was turned over to the Capital Building Company and the railroad company, and the city to receive as good value park and playgrounds in consideration of same.

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wholesale district of the city, and its acquisition could only be made through contract with the city. Only by contributions of the public spirited citizens could the amount necessary to purchase this site be secured. Committees were appointed by the Chamber, and at the conclusion of two days' work had obtained signatures guaranteeing the \$250,000 required, this to be paid in one year, four installments of three months each. The greater portion of this has been paid by the city, and the balance by the citizens of the line, which has been delayed from various causes, will begin in the early fall.

The erection of the State Capitol in Oklahoma City.

In 1907 Oklahoma was granted Statehood. Prior to that time and until June, 1906, the State capital was located in Guthrie. A movement was started at that time to relocate the capital in Oklahoma City, in view of the fact that this city was the most centrally located, well located, and with great transportation facilities and was the largest city in the State and possessed, in fact, every feature that a capital city should have.

To accomplish this, it was necessary to secure an affirmative vote of the people on an initiative petition. By a very thorough canvass, the people of the State, all of Oklahoma City's advantages were presented through publicity, through literature, press, and radio, and by other methods, and the people voted in favor of more than 50,000 declared in favor of Oklahoma City, Oklahoma City, in consideration of being made the permanent home of the State government.

To provide certain lands, from which a sufficient revenue could be obtained to build a free capital. Legislation instituted by the State, which provided that up and delayed Oklahoma City from carrying out its contract and the State from commencing work on the building.

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German City Meets Conditions Like Those Under Which American Cities Labor.

IS ABREAST OF LONDON

Details of Its Development Show Many Methods of Preparation for Commerce.

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A great seaport is a country's right hand extended to foreign lands, clearing them of products and receiving theirs. It is the focus of a variety of lines of communication, ocean steamship lines engaged in the coasting and the foreign trade, inland waterways and railways. Its function is to bring these lines into contact and to enable them, with the least possible friction and waste of energy, to effect the exchange of their burdens. In a seaport are knit together the bonds that unite the nations in a network of ever increasing complexity; the seaport is the highest expression of that new phenomenon of the nineteenth century, world-wide trade. It is the great clearing house for the material goods of international commerce. It is the heart of a country's commercial life, drawing off the sluggish flow of surplus inland production and sending back through the arteries of traffic the life-giving currents of foreign trade.

Improved Water System, Result of Board of Trade Campaign, Brings Health.

USE OF WATER POWER GUARDED

The Board of Trade of Niagara Falls, New York, was organized in 1893. Through the efforts of this organization the State Park at Niagara Falls was lighted. The work of improving the Niagara River between Tonawanda and Niagara Falls which had been abandoned by Congress has been renewed. The twelve foot channel completed to the city and steps taken to improve the water supply for the city. The project of the boulevard from Niagara Falls to Buffalo is being successfully brought to a completion, largely through the efforts of this organization. Steps have been taken by the city of Niagara Falls to acquire and own its own water front and docks.

Three years ago, at the time when the project of an improved water system in this city was on a point of being defeated, this organization actively intervened. The London and Liverpool and Hamburg have been parallel with the growth of Germany's foreign trade. Hamburg has caught up with London and Liverpool now largely because Germany has developed its lines of communication and the use it makes of that equipment.

Channel a Prerequisite.

By the equipment of a port, in the larger sense, we mean a number of things. It is first of all necessary to have a channel from the sea deep enough to let the largest vessels come up if possible, even at low tide. Speed is life to the ocean liner, and several hours every trip spent waiting at the harbor may mean the loss of half a trip a year and may result in loss instead of profit for the year's work.

To provide a channel for the mammoth vessels of to-day, expedient dredging is necessary. In London and Liverpool dredging is becoming so apparent when we consider that most of the older seaports were located at that point where sea and river navigation met. The small medieval ships could penetrate far inland; for instance, Hamburg lies eighty miles from the sea.

Power from Canadian Side.

This organization has been active in securing for the industries of Niagara Falls and Western New York the benefit of the power development on the Canadian side through allowing the importation of power from the Dominion into the State, the prohibition of which was threatened by the legislative act of Congress known as the Niagara bill. The organization, while strenuously maintaining that the scenic grandeur of the cataracts of Niagara should not be impaired, has been active in correcting the misrepresentations of alleged scenic conservators who have sought, under the plea of preserving the scenic beauty of Niagara, to deprive the country of the benefits of power development which has been the necessary result of the scenic grandeur of the cataracts.

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By the equipment of a port, in the larger sense, we mean a number of things. It is first of all necessary to have a channel from the sea deep enough to let the largest vessels come up if possible, even at low tide. Speed is life to the ocean liner, and several hours every trip spent waiting at the harbor may mean the loss of half a trip a year and may result in loss instead of profit for the year's work.

To provide a channel for the mammoth vessels of to-day, expedient dredging is necessary. In London and Liverpool dredging is becoming so apparent when we consider that most of the older seaports were located at that point where sea and river navigation met. The small medieval ships could penetrate far inland; for instance, Hamburg lies eighty miles from the sea.

Power from Canadian Side.

This organization has been active in securing for the industries of Niagara Falls and Western New York the benefit of the power development on the Canadian side through allowing the importation of power from the Dominion into the State, the prohibition of which was threatened by the legislative act of Congress known as the Niagara bill. The organization, while strenuously maintaining that the scenic grandeur of the cataracts of Niagara should not be impaired, has been active in correcting the misrepresentations of alleged scenic conservators who have sought, under the plea of preserving the scenic beauty of Niagara, to deprive the country of the benefits of power development which has been the necessary result of the scenic grandeur of the cataracts.

This Board of Trade has conducted a most extensive and thorough examination of the power development on the Canadian side through allowing the importation of power from the Dominion into the State, the prohibition of which was threatened by the legislative act of Congress known as the Niagara bill. The organization, while strenuously maintaining that the scenic grandeur of the cataracts of Niagara should not be impaired, has been active in correcting the misrepresentations of alleged scenic conservators who have sought, under the plea of preserving the scenic beauty of Niagara, to deprive the country of the benefits of power development which has been the necessary result of the scenic grandeur of the cataracts.

WORK FOR WICHITA.

Business Men's Organization Carries on Constant Campaign.

The Wichita, Kans., Business Association reports that it has accomplished the following:

Conducted the most thoroughly organized trade fair ever taken by any organization of group of merchants and manufacturers in the West. Specimen of the work was applied to this trip, and the scope of it was broad and fraternal in every particular.

Developed a scheme of fair entertainment for the purpose of entertaining the public in a motor car, under a captain, with uniform blanks to fill out. In the evening reports are made to a great public meeting in the Forum, and the day's work concluded by a luncheon of Wichita-made products.

No 4 of The Nation's Business will be issued November 18th, and include extended reference to the subject of a National Budget.

Washington, D. C., growing Capital was Commerce Merchants Company, the Interstate

PORT EQUIPMENT MAKES HAMBURG MODEL FOR U. S.

German City Meets Conditions Like Those Under Which American Cities Labor.

IS ABREAST OF LONDON

Details of Its Development Show Many Methods of Preparation for Commerce.

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A great seaport is a country's right hand extended to foreign lands, clearing them of products and receiving theirs. It is the focus of a variety of lines of communication, ocean steamship lines engaged in the coasting and the foreign trade, inland waterways and railways. Its function is to bring these lines into contact and to enable them, with the least possible friction and waste of energy, to effect the exchange of their burdens. In a seaport are knit together the bonds that unite the nations in a network of ever increasing complexity; the seaport is the highest expression of that new phenomenon of the nineteenth century, world-wide trade. It is the great clearing house for the material goods of international commerce. It is the heart of a country's commercial life, drawing off the sluggish flow of surplus inland production and sending back through the arteries of traffic the life-giving currents of foreign trade.

Improved Water System, Result of Board of Trade Campaign, Brings Health.

USE OF WATER POWER GUARDED

The Board of Trade of Niagara Falls, New York, was organized in 1893. Through the efforts of this organization the State Park at Niagara Falls was lighted. The work of improving the Niagara River between Tonawanda and Niagara Falls which had been abandoned by Congress has been renewed. The twelve foot channel completed to the city and steps taken to improve the water supply for the city. The project of the boulevard from Niagara Falls to Buffalo is being successfully brought to a completion, largely through the efforts of this organization. Steps have been taken by the city of Niagara Falls to acquire and own its own water front and docks.

Three years ago, at the time when the project of an improved water system in this city was on a point of being defeated, this organization actively intervened. The London and Liverpool and Hamburg have been parallel with the growth of Germany's foreign trade. Hamburg has caught up with London and Liverpool now largely because

Porto Rico's Phenomenal Development in Twelve Years

Governor Colton's Report Contains Interesting Facts

Education and Municipal Betterment Keeping Pace with Material Advancement in the Island of Porto Rico.

The twelfth annual report of the Governor of Porto Rico, transmitted to the Secretary of War on September 3, 1912, contains much of immediate interest to business America, and liberal extracts are here included. These extracts, and the accompanying diagrams show in vivid fashion the rapid improvement which is taking place in all lines within the limits of our insular possession.

The general conditions in Porto Rico during and at the close of the last fiscal year (June 30, 1912) cannot be more concisely or accurately described than by repeating the opening paragraph of the annual report for the preceding year, as follows:

"This period has been one of remarkable progress and signal achievement in both the public and private activities of the Territory. At its close a greater degree of prosperity existed among the people than at any previous time. Every industry was active and prosperous, furnishing employment for all who sought it; and the government was better equipped with legislative authority to protect the interests and insure the equal opportunities of the people than ever before."

The advance made during the year under consideration, however, has been more general, marked, and important than that of any previous twelve months in the history of the island, either before or since American occupation.

Notable Increase in Commerce.
The external commerce of the island was increased during the past year in value approximately \$14,000,000, the aggregate of the year being \$22,631,886, more than five times as much as in 1901 and an increase of 17 per cent over 1911, which is the highest percentage of increase recorded. Eighty-seven per cent of this trade was with the United States and 13 per cent with foreign countries. Porto Rico purchased in the mainland markets of the United States merchandise to the value of \$7,444,545, over \$2,700,000 more than the preceding year. Of these purchases, \$31,000,000 represented manufactured goods, approximately \$5,000,000 rice and the remainder garden produce.

Purchasers of American Goods.
In importance as a purchaser of American goods the island advanced to twelfth place, its purchases of such goods having been exceeded by but eleven countries of the world. Sales of Porto Rican products in the United States, all of which would necessarily have been purchased in foreign countries had they not gone from this island, increased \$8,107,992, reaching a total of \$42,873,401. In spite of the heavy increase in purchases from the United States, imports from foreign countries, while relatively small, were the largest of record, amounting to \$5,501,928. The value of exports to foreign countries also exceeded that of any previous year and amounted to \$6,832,012, giving a total value to the foreign trade of \$12,333,940, an increase of \$3,000,000 over the foreign trade of 1911. Although the total external purchases of \$42,873,401 were, on account

of the general internal improvements going on, larger than those of any previous year, they did not keep pace with the heavy increase in production and external sales, which aggregated \$49,705,413, leaving the unusually large balance of trade in favor of the island of \$6,778,940.

Increasing Industries.
The year's record of internal business and industrial activities indicates sound development and substantial progress in every branch. The assessed value of the property of the island, which in 1905 was less than \$90,000,000, and \$163,000,000 as reported last year, has since increased 9 per cent and now stands at \$178,275,000, showing that, upon the very conservative basis for taxation, property values have been more than doubled during the seven years since 1905. The organized banks of the Territory were regularly examined and found to be conservatively managed and in excellent condition. The annual underwritings of insurance, which showed the phenomenal increases of 37 per cent in fire and 89 per cent in life during 1911, were still further increased by 10 per cent in the former and 9 per cent in the latter. Forty new domestic corporations with paid-in capital of \$1,300,000 and twelve foreign corporations with cash capital of \$352,040 were registered and authorized to transact business.

Agricultural Products.
Conditions continued favorable to agricultural pursuits and the output of all products was substantially increased. The acreage under cultivation was again largely extended. Scientific study of agriculture, stimulated by the Federal and private experimental stations, the recently established board of agriculture, and Insular Fair, received more general attention, and as a result the methods of farming have been notably improved and their efficiency is being continually increased.

In 1901 the exports of sugar were less than 70,000 tons; in 1911 they were nearly 343,000, and during the year just closed, 367,000, five times greater than they were eleven years ago, and they are still increasing, having advanced 10 per cent during the past year. The external sales of this product, which under local conditions of manufacture net the producers a fair but not excessive profit, yielded \$31,500,000 against less than \$5,000,000 in 1901, and constituted 63 per cent of the total value of the external sales.

Cigars Short of Demand.
The output of cigars was more than fourteen times greater than in 1901, since which year it has continuously increased until the sales of 1911-12 reached 281,000,000, an increase of 10,000,000 over the preceding year. Of these, 170,000,000 were consumed upon the mainland and 111,000,000 in Porto Rico at satisfactory profitable prices, the demand exceeding the supply. Less than one-fourth of the tobacco crop is shipped in the leaf, the remainder being shipped in manufactured form. This industry contributed \$7,406,841, or 15 per cent, toward the total receipts from external shipments.

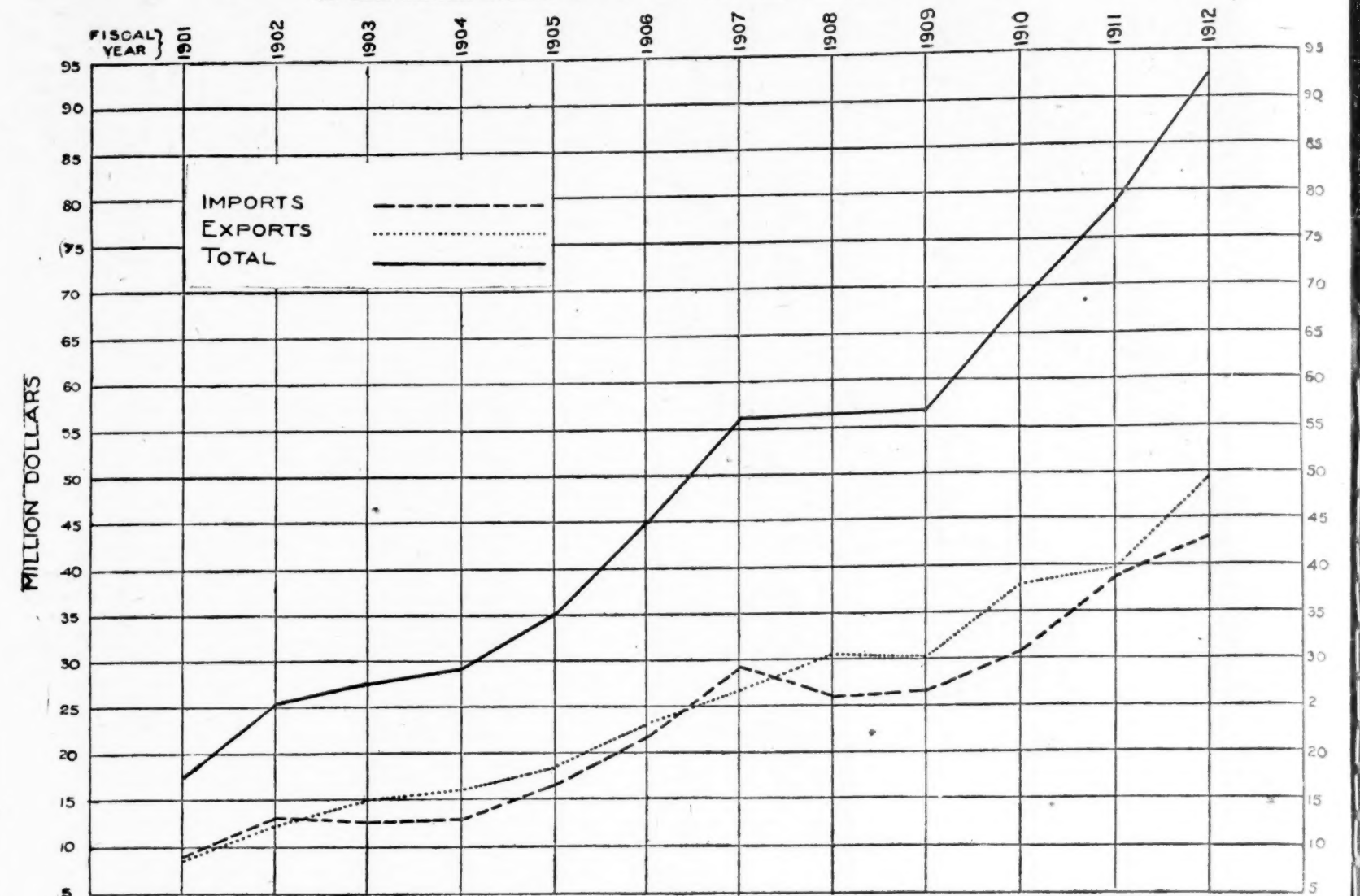
A Superior Coffee.
The coffee crop of 1912 was the largest in the history of the industry and sold at profitable prices, substantially a third higher than those of the year 1909-10 and several years preceding it. The value of coffee sold abroad during 1911-12 was \$6,754,913, furnishing one-eighth of the receipts from foreign commerce. With the prosperity attending this industry it is being extended throughout the mountains of the island, the soil and climate of which are especially adapted to the successful culture of the highest grades of coffee to be found in the world. Heretofore this product has gone principally to France and Cuba, where it is highly prized by the connoisseurs of those countries. Porto Rican coffee has never been known commercially in the United States, because, first, it commanded a ready market at the highest prevailing prices abroad, and, second, the small quantity sent to the United States has not been placed upon the market in form to be identified. If it were known that one of the finest coffees produced in the world is grown on American soil it would be appreciated by American consumers looking for the best and find a steady demand in the home market where it will not be subject to foreign tariff caprice.

Fruit Gaining Preference.
The shipment of fruit for external markets, which became of commercial importance for the first time during 1903, was increased in value during the past year to \$2,377,762. The fruits now successfully raised and profitably marketed are oranges, pineapples, and grape-fruit, which, due to their superior quality, find ready sale wherever offered in Porto Rico is rapidly becoming one of the principal industries of the Territory. The producers are co-operating to secure the highest efficiency in packing and marketing. The first community packing-house was erected during the last year and is now in successful operation, giving to its patrons every expert service required from the field to the market, including picking when desired by the owner.

Growth of Public Wealth.
In harmony with the greater business activity and enhanced values, the total net revenue receipts of the government from all sources and for all purposes increased 10 per cent over those of 1911 and aggregated \$6,065,348.55, the largest revenue collections of any one year in the history of the island. Although the extension of public services required larger disbursements, the available cash balance in the treasury was increased from \$1,214,000.67 at the beginning to \$1,794,555.46 at the close of the fiscal year, ended June 30, 1912. On that date the total net bonded indebtedness of the Territory was \$4,139,760.40, but \$3.70 per capita and 2.5 per cent of the assessed value of the property, while the per capita wealth is conservatively estimated at \$275. Thus is shown a remarkable increase in the public wealth and available cash resources of the government, and at the same time a considerable reduction in the public debt.

Educational System Extended.
The advance in educational work is again apparent in an increase of 10 per cent in the total school enrollment. The number of scholars enrolled in the public schools during the last year was 100,057, as against less than 26,000 for the first year of American administration, an increase of more than sixfold. During the twelve years have been wisely expended upon the educational system. In place of one school building in the island erected for that purpose, as was the case in 1899, there are today 1,168 of all classes well distributed

CHART SHOWING GENERAL INCREASE OF IMPORTS AND EXPORTS AND TOTAL TRADE BETWEEN PORTO RICO AND THE MAINLAND OF THE UNITED STATES AND OTHER COUNTRIES FROM 1901 TO 1912.



throughout the Territory. Plans have been adopted for the development of vocational training and it is the purpose of the department to so formulate the regular courses of study as to give to each term the highest practical value.

Constructive Legislation.
In legislation much constructive work has been done, and three most important things accomplished, namely: An effective, nonpartisan, sanitation service, with all the branches usually comprising such activities, has been established throughout the island, under the direct control of an independent health board, a director of service, and the executive department of the insular government; the election laws were so amended as to insure the secrecy of the ballot, to provide minority representation from each legislative district in the House of Delegates, and to require a new registration of the voters of the island; and the establishment of a bureau of labor, the duties of which are to collect and collate information upon the subject of labor, its relations to the industries of the country, hours of labor, the earnings of laboring men and women, and the means of promoting their material, social, intellectual, and moral welfare; to investigate the causes of and facts relating to such controversies and disputes between employers and employees as may occur from time to time.

Improved Municipalities.

In the administration of municipal affairs increased efficiency and less partisanship in the exercise of official authority is generally noticeable. The obligations of elective officials to the entire communities in which they are serving have been increasingly realized and observed, with the result that complaints of impositions upon members of minority parties, which have been numerous in the past, are rarely presented. Wise and economical use is generally being made of municipal and school revenues, and it is a source of satisfaction to observe the great improvement in conditions and physical appearance of the towns throughout the island.

Larger Government Income.

The increase in insular government revenues over the preceding year was \$382,418.11, or approximately 10 per cent, and resulted from larger actual collections from all sources of income, which were stimulated and expanded by the greater industrial activity and prosperity and the consequent advance in property values, for which the period is conspicuous. The total internal-revenue receipts of the year, collected at the moderate cost of \$0.29 per dollar, were \$2,778,231.32, an increase of \$206,781.30 over the preceding year.

The Total Receipts from Property Taxes.

based on revised values, were \$1,638,767.10, an increase of \$264,686.20 over those of the preceding year. Of the total collections from that

source, however, but 10 per cent, or \$163,876.71, accrued to the insular treasury, the remainder going to the support of municipal governments and school boards.

The total customs receipts, representing almost exclusively duties on imports, showed an increase of \$144,393.95, and aggregated \$1,850,200.00, the largest collections of record, again refuting the theory that the increasing trade with the United States would wipe out this source of revenue. As a matter of fact, the foreign trade, although relatively small, has gradually increased as the industries of the island have developed and will no doubt continue to be increased or diminished in accordance with the upward or downward trend of other commercial activities.

Exceptional Financial Standing.

It has been the policy of the present administration to establish and maintain a treasury reserve of \$1,000,000 with which to meet emergencies; such reserve to be invested in public improvement bonds of the various municipalities, which can always be sold at par for cash in case the money is required.

The cash reserve at the close of the year exceeded the maximum fixed because of the considerable excess of repayments over advances that had not at that time been reinvested. Municipal public works, however, are now under construction or projected that will not only absorb all available funds, but require the sale of bonds upon the market. As the total indebtedness of the island is limited by law to 7 per cent of the assessed value of its property, these bonds, which bear 4 per cent interest and are free from local taxation, furnish unusually strong security and are in constant demand by conservative investors at a good premium. In this connection the relation of the following figures and items are of interest: Assessed value of the property of the island, \$178,275,000; total indebtedness, \$4,139,760; percentage of indebtedness, 2.3 per cent; per capita indebtedness, \$3.70 against an average of \$10.83 in the whole of the United States; per capita wealth, \$275; value of annual external commerce, \$92,000,000, as against \$17,500,000 eleven years ago; balance of trade continuously in

Taxes Unpaid Small.

The amount of taxes remaining unpaid at the close of this fiscal year was even less than the small percentage of \$0.22 in the whole of the United States; the average ad valorem rate of taxation in Porto Rico is but 1.22 per cent. From the standpoint of taxation, Porto Rico is especially favored, being substantially supported by customs and excise taxes which are other permanent territory of the United States go to the Federal Treasury. This accounts for the exceedingly low rate of property and other internal taxes in the island.

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CHART SHOWING INCREASE IN THE VALUE OF SUGAR, CIGARS, AND COFFEE EXPORTED FROM PORTO RICO FROM 1901 TO 1912.

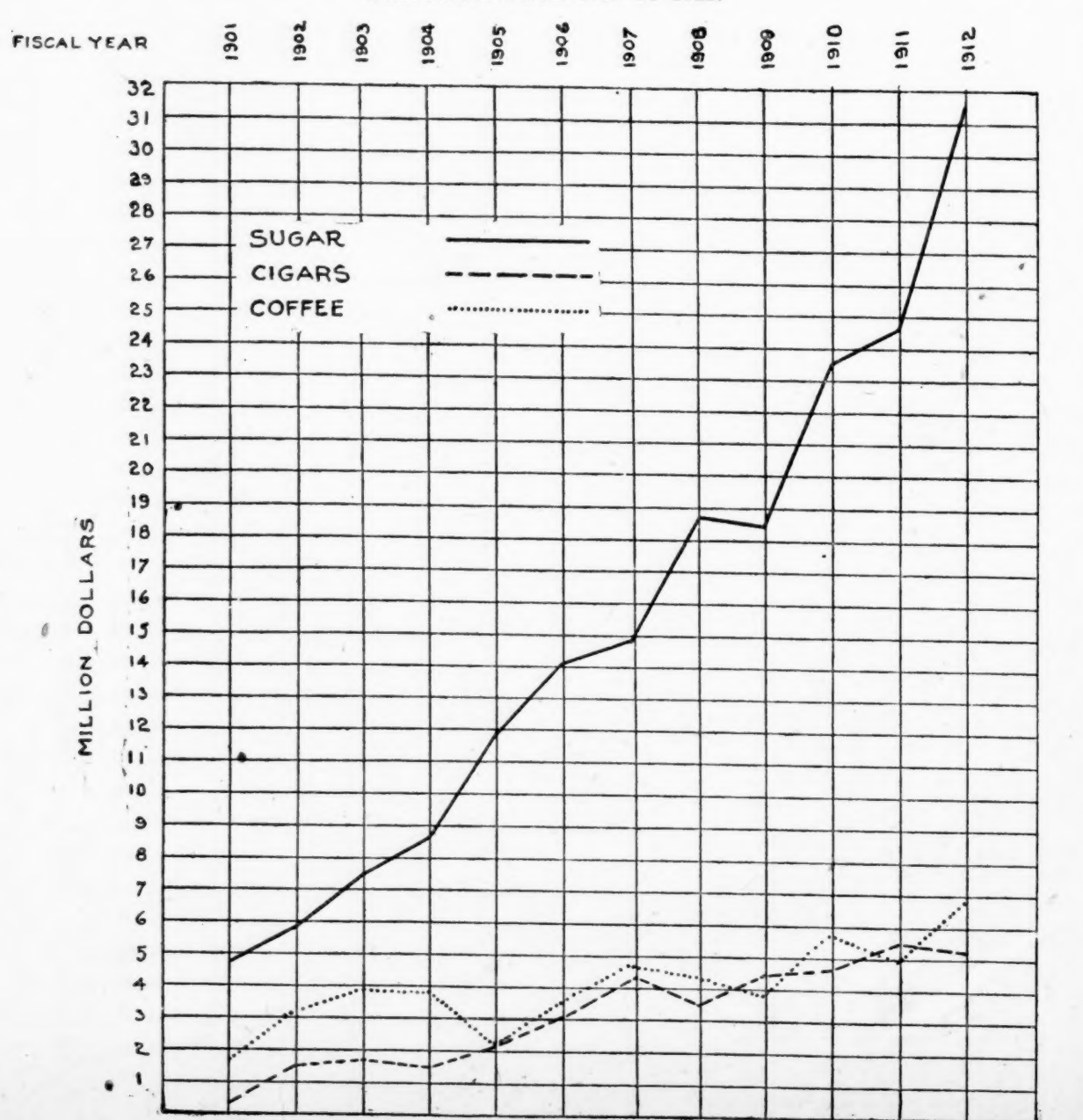


CHART SHOWING INCREASE IN THE VALUE OF ORANGES, PINEAPPLES, COCOANUTS, AND GRAPE FRUIT EXPORTED FROM PORTO RICO FROM 1901 TO 1912.

